

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Inventory—Nomination FormSee instructions in *How to Complete National Register Forms*
Type all entries—complete applicable sections

For NPS use only

received JUL 10 1984

date entered 3-4-85

1. Name

historic Hyde Park Historic District

and/or common N/A

2. Location

street & number (See Continuation Sheet)

N/A not for publication

city, town Tampa

N/A vicinity of

state Florida

code 012

county Hillsborough

code 057

3. Classification

Category	Ownership	Status	Present Use
<input checked="" type="checkbox"/> district	<input type="checkbox"/> public	<input checked="" type="checkbox"/> occupied	<input type="checkbox"/> agriculture
<input type="checkbox"/> building(s)	<input type="checkbox"/> private	<input type="checkbox"/> unoccupied	<input checked="" type="checkbox"/> commercial
<input type="checkbox"/> structure	<input checked="" type="checkbox"/> both	<input type="checkbox"/> work in progress	<input checked="" type="checkbox"/> educational
<input type="checkbox"/> site	Public Acquisition	Accessible	<input type="checkbox"/> entertainment
<input type="checkbox"/> object	<input type="checkbox"/> in process	<input checked="" type="checkbox"/> yes: restricted	<input checked="" type="checkbox"/> government
	<input type="checkbox"/> being considered	<input type="checkbox"/> yes: unrestricted	<input checked="" type="checkbox"/> industrial
	N/A	<input type="checkbox"/> no	<input type="checkbox"/> military
			<input type="checkbox"/> museum
			<input checked="" type="checkbox"/> park
			<input checked="" type="checkbox"/> private residence
			<input checked="" type="checkbox"/> religious
			<input type="checkbox"/> scientific
			<input checked="" type="checkbox"/> transportation
			<input type="checkbox"/> other:

4. Owner of Property

name Multiple Ownership (Owners notified by newspaper)

street & number N/A

city, town N/A

N/A vicinity of

state N/A

5. Location of Legal Description

courthouse, registry of deeds, etc. Hillsborough County Courthouse

street & number Corner of Pierce and Madison Streets

city, town Tampa

state Florida

6. Representation in Existing Surveys

The Man-made Environment in Tampa and

title Hillsborough County

has this property been determined eligible? ☐ yes ☒ no

date 1979

☐ federal ☐ state ☒ county ☐ local

depository for survey records Historic Tampa/Hillsborough County Preservation Board

city, town 452 W. Kennedy Blvd., Tampa

state Florida

7. Description

Condition		Check one	Check one
<input type="checkbox"/> excellent	<input type="checkbox"/> deteriorated	<input type="checkbox"/> unaltered	<input checked="" type="checkbox"/> original site
<input checked="" type="checkbox"/> good	<input type="checkbox"/> ruins	<input checked="" type="checkbox"/> altered	<input type="checkbox"/> moved date _____
<input type="checkbox"/> fair	<input type="checkbox"/> unexposed		

Describe the present and original (if known) physical appearance

The Hyde Park Historic District is a large, mainly residential neighborhood whose historic dates span the period from 1886 to 1933. At its widest points the district is bounded by the Hillsborough River on the east, Hillsborough Bay on the south, Howard Avenue on the west, and Kennedy Boulevard on the north. The approximately 560 acre district contains 1,639 buildings grouped into two areas separated from each other principally by the Crosstown Expressway and an area of non-contributing structures located between Orleans and Packwood Avenues. The majority of the buildings along the tree lined avenues of Hyde Park are wood frame structures reflecting American architectural taste during the late 19th century and the first three decades of the 20th century, particularly revival styles and bungalows.

Hyde Park lies west of the Hillsborough River immediately adjacent to downtown Tampa. Three bridges connect the neighborhood with the business district; these are the Kennedy Boulevard bridge (ca. 1913), (photo 63) the Brorein Street Bridge (ca. 1959), and the Platt Street Bridge (ca. 1926). Hyde Park can also be reached from the east side of the river by the limited access Crosstown Expressway which has access points at Hyde Park Avenue and Willow Avenue (photo 66). There are also bridges at the south end of Hyde Park Avenue and Plant Avenue which connect the district with Davis Islands, a group of small man-made islands lying in Hillsborough Bay near the mouth of the Hillsborough River constructed for a residential development during the 1920s. The bridges to Davis Islands were erected in the 1970s and pass above Bayshore Boulevard. Kennedy Boulevard, the northern boundary of the historic district is one of the main traffic arteries from downtown to the western part of Tampa, eventually linking with routes across Old Tampa Bay to the cities of Clearwater, St. Petersburg, and other communities on the west coast of Florida (photo 62).

Immediately adjacent to Hyde Park on the north across Kennedy Boulevard is Tampa University housed in the old Tampa Bay Hotel built by Henry Bradley Plant between 1888 and 1891. The structure and its grounds were listed on the National Register of Historic Places in 1972. It is also recognized as a National Historic Landmark. Also north of Kennedy Boulevard, near Hyde Park is that section of Tampa historically known as West Tampa, originally an independently incorporated city founded in 1894 and annexed by the city of Tampa in 1925. West Tampa boasts its own historic district which lies approximately half a mile north of Hyde Park at Howard Avenue. The district was listed on the National Register in October of 1983.

Howard Avenue runs from the city limits of Tampa, approximately 10 miles north of downtown, south through West Tampa and Hyde Park and terminates at Bayshore Boulevard. Traditionally, Howard Avenue has been considered the western boundary of Hyde Park. In part, this is because residential development was extremely sparse west of Howard until the middle 1920s, and as the first major north-south traffic artery west of the Hillsborough River the avenue became a natural boundary line between neighborhoods. Furthermore, like Kennedy Boulevard, the extremely high percentage of non-contributing modern and severely altered structures makes Howard Avenue a visual boundary as well (photo 36).

The 1,639 structures in the two district areas consist of 778 fully contributing buildings, 490 contributing but altered ones, and 371 that are non-contributing, both severely altered buildings and those that are less than 50 years old. The eastern section of the district is almost six times larger than the western section. The majority of the structures in both areas, styled and vernacular, are wood frame construction. There seems to be an almost even balance of one- and two-story buildings, with few

(See Continuation Sheet)

8. ' Significance

Period	Areas of Significance—Check and justify below			
<input type="checkbox"/> prehistoric	<input type="checkbox"/> archeology-prehistoric	<input checked="" type="checkbox"/> community planning	<input type="checkbox"/> landscape architecture	<input type="checkbox"/> religion
<input type="checkbox"/> 1400-1499	<input type="checkbox"/> archeology-historic	<input type="checkbox"/> conservation	<input type="checkbox"/> law	<input type="checkbox"/> science
<input type="checkbox"/> 1500-1599	<input type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> literature	<input type="checkbox"/> sculpture
<input type="checkbox"/> 1600-1699	<input checked="" type="checkbox"/> architecture	<input type="checkbox"/> education	<input type="checkbox"/> military	<input type="checkbox"/> social/
<input type="checkbox"/> 1700-1799	<input type="checkbox"/> art	<input type="checkbox"/> engineering	<input type="checkbox"/> music	<input type="checkbox"/> humanitarian
<input checked="" type="checkbox"/> 1800-1899	<input type="checkbox"/> commerce	<input checked="" type="checkbox"/> exploration/settlement	<input type="checkbox"/> philosophy	<input type="checkbox"/> theater
<input checked="" type="checkbox"/> 1900-	<input type="checkbox"/> communications	<input type="checkbox"/> industry	<input type="checkbox"/> politics/government	<input type="checkbox"/> transportation
		<input type="checkbox"/> invention		<input type="checkbox"/> other (specify)

Specific dates 1886-1933 **Builder/Architect** Various

Statement of Significance (in one paragraph)

Hyde Park is significant as the oldest and best preserved of Tampa's early residential neighborhoods. With structures dating from the late 1800s through the 1920s, the houses in Hyde Park are representative of the various architectural styles favored by Americans prior to World War II. Housing types range from wood frame shotgun houses to high style masonry mansions. The area is marked by a variety of other structures as well: apartment buildings, churches, commercial buildings, and even light industrial structures--all from the historic period. Established as a neighborhood for Tampa's wealthier citizens, the area eventually attracted persons of all economic backgrounds. The area is also associated with the pioneer settlement of the Tampa Bay region and its early economic development. In addition to the majority of its older houses, Hyde Park has retained much of its original ambience and streetscape. Because of its association with persons significant to the history of Tampa this district fulfills Criterion B. It also fulfills Criterion C for the variety and quality of its architecture.

Tampa is located in the western part of central Florida approximately 170 miles southwest of Jacksonville. It is situated at the mouth of the Hillsborough River on Tampa Bay--an inlet to the Gulf of Mexico--and occupies almost all of the Hillsborough Peninsula, spreading north along the Hillsborough River for several miles.¹ The city is the seat of Hillsborough County, a leading phosphate shipping port, and a major center of finance and large bank holding companies and investment firms. Manufacturing is also important to the local economy. Cigar manufacturing, once Tampa's major industry employing thousands of workers, no longer plays the role in the economy it once did, with only five factories remaining out of the hundreds that once operated in the city. The industry, however, has left its mark on the population with the high percentage of citizens of Latin--mainly Cuban--background. Tampa today is a city of more than 295,000 persons in a county of about 650,000. The nearby beaches and other attractions, its sporting facilities and climate bring many thousands of tourists each year, adding substantially to the economic vitality of the area.

Although the Tampa Bay area was known to the Spanish as early as the 16th century, it was not settled by persons of European descent until the U.S. Army established Fort Brooke at the mouth of the Hillsborough River in 1834. The trading post and small community which sprang up near the fort became "Tampa."² Among the factors launching Tampa on its course to becoming a large modern city was the construction in 1883-1884 of Henry Bradley Plant's South Florida Railroad linking Tampa with Jacksonville where rail links to northern cities were located. About the same period phosphate was discovered in the vicinity, and the Fort Brooke military reservation--16 square miles of land--was opened to civilian settlement causing a flurry of speculation.³ This gave a much needed boost to a town that, because of primitive conditions and transportation problems, had remained small--the total inhabitants in 1880 numbering only 720.⁴

Far more important to the growth of Tampa, however was attracting Vinciente Martinez Ybor and the cigar industry from Key West in 1885. Ybor was a Spanish citizen who had begun manufacturing cigars in Cuba in 1856. At the outbreak of the Cuban Revolution in 1868--the so-called "Ten Years War"--he was forced to flee to the island city of Key West, Florida, because he was suspected of disloyalty to Spain. In Key West--just

(See Continuation Sheet)

9. Major Bibliographical References

(See Continuation Sheet)

10. Geographical Data

Acreage of nominated property 560 acres

Quadrangle name Tampa

Quadrangle scale 1:24000

UTM References

A

1	7
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3	5	6	0	7	0
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3	0	9	1	8	6	0
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Zone Easting Northing

B

1	7
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3	5	6	3	8	0
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3	0	9	1	4	8	0
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Zone Easting Northing

C

1	7
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3	5	6	4	0	0
---	---	---	---	---	---

3	0	9	1	3	8	0
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D

1	7
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3	5	5	5	6	0
---	---	---	---	---	---

3	0	9	0	4	3	0
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E

1	7
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3	5	4	2	0	0
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3	0	8	9	6	2	0
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F

1	7
---	---

3	5	4	0	0	0
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3	0	9	0	0	0	0
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G

1	7
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3	5	4	0	8	0
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3	0	9	0	3	4	0
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H

1	7
---	---

3	5	5	1	0	0
---	---	---	---	---	---

3	0	9	1	7	2	0
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(See Continuation)

Verbal boundary description and justification

(See Continuation Sheet)

List all states and counties for properties overlapping state or county boundaries

state N/A code N/A county N/A code N/A

state N/A code N/A county N/A code N/A

11. Form Prepared By

name/title W. Carl Shiver/Larry S. Paarlberg, Historic Sites Specialist

organization Florida Division of Archives

date June 25, 1984

street & number The Capitol

telephone (904) 487-2333

city or town Tallahassee

state Florida

12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

☐ national ☐ state ☒ local

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the National Park Service.

State Historic Preservation Officer signature

title George W. Percy, State Historic Preservation Officer

date

6/26/84

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I hereby certify that this property is included in the National Register

Beth Givens

date

3/4/85

Keeper of the National Register

Attest:

date

Chief of Registration

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Inclusive Street Numbers

<u>Street Name</u>	<u>Address Numbers</u>
Albany Avenue	103-1506
Azeele Street	503-804
Bay Street	517-710
Bayshore Boulevard	243-2101
Beach Place	205-220
Boulevard	103-853
Brevard Avenue	109-725
Bristol Avenue	1805-1909
Brorein Street	205-215
Bruce Street	901-914
Bungalow Terrace	701-720
Cardy Street	104-208
Cedar Avenue	104-405
Cleveland Street	407-2108
Dakota Avenue	420-1103
Dekle Avenue	1901-2201
Delaware Avenue	106-903
DeLeon Street	601-2109
DeSoto Avenue	1308-1508
Edison Avenue	105-901
Fielding Avenue	105-725
Fremont Avenue	110-1109
Grand Central Avenue	206-508
Gunby Avenue	1203-1506
Hills Avenue	1706-2207
Horatio Street	501-1813
Howard Avenue	1226-1232
Hyde Park Avenue	108-350
Hyde Park Place	109-216
Inman Avenue	1805-1809
Jetton Avenue	1701-2112
Kennedy Boulevard	318-452
Magnolia Avenue	110-607
Marjory Avenue	2101-2118
Melville Avenue	108-512
Morrison Avenue	1301-2010
Nance Avenue	1401-1505
Newport Avenue	103-910
Oregon Avenue	902-1009
Orleans Avenue	400-921
Packwood Avenue	107-909
Parker Avenue	205-248
Plant Avenue	105-341
Platt Street	109-2203

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Street NameAddress Numbers

Richardson Place	1701-1926
Rome Avenue	602-1109
Southview Avenue	2103-2114
Swann Avenue	611-1414
Verne Street	203-215
Watrous Avenue	1409-2119
Westland Avenue	102-512
Willow Avenue	107-909

Rough Boundary Description:

The Hyde Park Historic District is located in the area which has traditionally been known as Hyde Park. This area and the nominated district are bounded at the widest on the north by Kennedy Boulevard, on the east by the Hillsborough River, on the south by Hillsborough Bay and on the west by Howard Avenue.

Building Count

Contributing	778
Contributing but altered	490
Non-contributing	371
Total	1,639

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being over three stories, the majority of these being apartment buildings constructed during the teens and twenties (photo 30, 56). In addition to residential structures, the district contains schools, churches, commercial structures, fire stations, and other non-residential buildings which contribute to the character of historic Hyde Park (photo 34, 44, 49). Although Hyde Park is not the result of a single development but a collection of small subdivisions laid out between 1886 and the middle 1920s, the neighborhood offers a remarkable impression of continuity and cohesiveness, an interweaving of building types and styles broken only in the instance of Bungalow Terrace (photo 46).

Bungalow Terrace is small development occupying a single block in western Hyde Park. It is bounded by Swann Avenue, Rome Avenue, Inman Avenue, and Packwood Avenue. The residential structures in Bungalow Terrace are all one- and two-story bungalows, the two-story ones being of the "camelback" type. The houses along Rome and Inman face the street as is typical of the rest of the district. Nineteen of the bungalows, however, have been sited to face one another along a small lane or pathway in the middle of the block. This lane is accessible only to pedestrian traffic and is marked both at the south and north ends by masonry pillars which flank it. The small subdivision was established in 1915.

Hyde Park benefits not only from the numerous period structures in relatively original condition but also from the surprising condition of its streets and landscaping. Many streets still retain original brick, asphalt paving blocks, and granite curbstones (photo 5, 28, 29). Most of the sidewalks are original as evidenced by their contractors stamps, and a few streets retain some of their original street lamps. Still, many other streets have been resurfaced, and some of those having their original surfacing material are in desperate need of repair. The district is further characterized by the large shade trees lining nearly every street and the broad lawns fronting many of the houses.

Except for a small area south of Watrous Avenue and west of Rome Avenue, the streets in Hyde Park are laid out in a regular grid pattern with a north-south/east-west axis (photo 87). The others are oriented to the northeast-southwest line of Bayshore Boulevard. The major east-west traffic arteries through the district are Cleveland Street (one-way west), Platt Street (one-way east), the Crosstown Expressway, and Swann Avenue. The north-south routes are Plant Avenue, Hyde Park Avenue, South Boulevard Avenue, and Willow Avenue. The Crosstown Expressway makes other direct routes impossible.

Although the growth of Hyde Park did not follow a clear pattern regarding date of construction and the location of structures, the majority of the oldest buildings are found east of Cedar Avenue. There are exceptions like the James M. Watrous House (1307 Morrison Avenue) and the William A. Morrison House (850 Newport Avenue), both constructed ca. 1879-81, which are found in the middle of the district (photos 21, 22). Except for these two examples, those buildings which can be confirmed by the Sanborn maps, city records, and the city directory to date before 1903 are relatively few. Yet the first decade of the 20th century finds houses scattered, even if sparsely, over virtually the whole neighborhood. Early photographs clearly show houses in the vicinity of Howard Avenue as early as 1908, and there was streetcar service along Swann and Rome as early as 1892, making it likely that at least some houses were found in western

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Hyde Park even before 1900 (photo 42). An aerial map of Tampa produced by the Tampa Board of Trade in 1912 illustrates clearly how far Hyde Park had grown by that time. All of the principal streets had been laid out, and development is fairly extensive as far west as Rome Avenue. West of Rome Avenue growth was restricted, in most places, to one or two blocks south of Kennedy (then Grand Central Avenue) as far as Howard, with isolated structures here and there farther south.

The majority of the larger, more expensive houses in Hyde Park are located south of Swann Avenue between Rome and Boulevard (photos 23, 32, 82). Bayshore Boulevard has its share of impressive structures also (photo 40). Generally the structures in this area have suffered fewer alterations than those in other parts of the district. Where changes have been made, it has been generally restricted to covering the original wood siding with aluminum or vinyl siding. Revival style houses outnumber vernacular types and bungalows in this part of the district, where as in the remainder of the district the opposite is generally the case. A more detailed description of the main styles is found below.

Since 1974 there has been considerable local interest in preserving the character of Hyde Park, spurred in part by completion of the Crosstown Expressway. Many buildings have been renovated, and four houses have been placed on the National Register of Historic Places. In spite of this interest, there remain some seriously deteriorated areas in the neighborhood, particularly north and west of the Expressway. Many buildings have been lost in recent years through attrition, and others have been demolished to make way for new development, the most serious being the mixed commercial/residential project undertaken by Amlea Inc. in the area straddling Swann Avenue between Rome and Oregon. Approximately 50 structures were demolished or removed from the 13 acre tract to make way for the project which at this time is still in the early phase of construction.

Overall the condition of Hyde Park remains good, with the ratio of contributing structures being 78% to 22% for non-contributing structures. As indicated earlier, considerable blight is found along Kennedy Boulevard and Howard Avenue, and smaller pockets are found along Cleveland Street and in an area east of Magnolia Avenue. However, since most of the non-contributing elements are grouped in fairly distinct areas, it was possible to exclude them from the boundaries of the district.

Criteria Used To Determine Designation

A. Contributing (Red)

Contributing structures are those at least 50 years old which have suffered either no alterations visible from the street or those so minor in character that they do not seriously affect the visual or structural integrity of the building. What constitutes a "minor" alteration may vary from structure to structure depending upon style, construction material, and other factors that need not apply in every case. For instance, some changes may be obviously temporary in nature in order to stabilize a structure while it is under repair.

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B. Altered but Contributing (Yellow)

An altered but contributing structure is one which has undergone alterations inconsistent with its original character or one in which inappropriate materials have been used, but which retains most of its original visual character and which can be returned with reasonable effort and cost to approximately its historic form. Altered but contributing covers a lot of territory but some guidelines are fairly evident. The removal or covering of original exterior siding is considered a serious alteration. This is true even when the new material (aluminum or vinyl) visually approximates the original material (weatherboard). This alteration in particular concerns itself with short term benefits to the detriment of the original fabric of the building. Enclosing porches, the removal of decorative architectural features, wholesale replacement of windows, the construction of nonconforming additions, all generally cause a building to be labeled "altered." It has to be evident, however, that these changes are remedial in order to gain the designation "altered but contributing" rather than "non-contributing." Altered but contributing buildings are considered certifiable as contributing to the district under the tax program.

C. Non-contributing (Blue)

Any structure erected after 1933 shall be considered non-contributing, and any structure erected before 1933 which has lost the greater part of its architectural integrity, can not be returned to a condition approximating its original appearance and use of inappropriate materials shall also be considered non-contributing. Unfortunately, a number of structures in Hyde Park have suffered this fate. Usually it has been the result of an attempt to "moderize" the structure--most often bungalows--by wholesale replacement of the exterior siding with stucco or some other uncharacteristic material, enclosing porches (destroying columns, balustrades, and decorative features), and seriously altering fenestration.

Principal Styles in the Historic District

Queen Anne (Variation)

The Queen Anne style as it appears in Hyde Park (1900-1920) retains much of the asymmetrical massing of Queen Anne, but the surface and ornamental treatment is simpler. Absent are the variations in shingle types and patterns, the mix of exterior sidings, and the rusticated basement or foundation wall. In its place are usually simple weatherboard or drop siding and perhaps some shingles in the gable ends. In place of a basement or foundation wall one finds tall brick piers. This vernacular interpretation of the Queen Anne, has multiple roofs and gables but lacks elaborate verge boards and other gable ornaments. Sometimes there will be a vestigial tower with a shallow pitch pavilion ("candle snuffer") roof, but in most instances the tower is absent and one finds instead wall projections with faceted bays. The porch, like the rest of the house, has less

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ornamentation than a high style Queen Anne house, often a plain balustrade and Tuscan columns (photo 92).

English Romantic Revival

Houses of this type in the district are generally referred to as "Tudor" or "Jacobean." The variations of the type cover a wide range so that it is necessary to point out just a few characteristics shared by most of them. The English Romantic Revival house seeks to emulate a "medieval" appearance. Typical features are a steeply pitched roof, a prominent chimney, small windows (casement or vertical sash), the prominent use of half-timbering, and rough brickwork or fieldstone (photo 35).

Colonial Revival

There are two basic types of Colonial Revival house. The first includes historically accurate reproductions of the rambling shingle or weatherboard "New England" style house associated with the 17th century and also the 18th century "Georgian" and "Federal" styles with their formal symmetry and classical details. The second and more common type includes the Victorian and post-Victorian where colonial motifs were freely interpreted and blended with other current styles. Hyde Park has to some degree all of the above, with the free interpretations being the more numerous. A very popular type of Colonial Revival house in Hyde Park--and elsewhere in the U.S. for that matter--combines the Colonial Revival vocabulary with that of Queen Anne. The result is often a house with the multiplicity of gables and "medievalism" of Queen Anne combined with Georgian or Federal details. The result is often striking as in the case of the Anderson-Frank House at 341 Plant Avenue, ca. 1898 (listed on the N.R.) and the W.F. Himes House at 801 Delaware Avenue (photos 32, 94).

Another type of vaguely "colonial" house in Hyde Park is what The Old House Journal calls the "American Foursquare," a simple, symmetrical, two-story structure with a hip roof. An important feature of this usually wood frame house is the hipped full width porch on the street facade. The porch often has a plain balustrade and Tuscan columns. It is the simple dignity of this house which often lends it its "colonial" flavor. Sometimes the builder would throw in a familiar detail such as a "Palladian" ventilator in the hipped front dormer (photo 92).

A number of examples of "Dutch" Colonial Revival houses are also found in Hyde Park. The most distinctive feature of this type of house is its gambrel roof whose height usually adds an extra story of living space. Unlike the more formal types of Colonial Revival houses, the Dutch Colonial was popular for its rustic appearance (photo 89).

Bungalow

The term bungalow has been applied to a wide variety of small one- and two-story dwellings having a low-pitched roof and a wide porch (photos 7, 33, 45). A versatile creature, it readily adopted the decorative characteristics and some physical outlines of other styles. Mediterranean Revival, Swiss Chalet, Colonial Revival, and even "Japanese" features. It emphasizes "natural" materials such as wood shingles, fieldstone, and rough brick. Half-timbering was used on several bungalows in the district. Some houses have a small second story--not mere attic space--with a much smaller floor area than the first floor, giving the structure a humped appearance so that it is often called a "camelback" bungalow (photo 86).

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Prairie

Only one example exists in Hyde Park, the Leiman House (ca. 1916), 716 Newport Avenue (photo 23). Often associated with Louis Sullivan and Frank Lloyd Wright, the Prairie Style flowed from the same reformist wellspring as the bungalow, but served a wealthier clientel. It is identified by its emphasis on the horizontal, broad cantilevered roofs, flat eaves, and the interplay of positive and negative massing. Roman brick and stucco were favorite materials. Regional adherents of the style often deviated from the purer forms.

Mediterranean Revival

Houses of this type are often called "Spanish Colonial" or "Mission Revival" without due regard to the characteristics separating the various "historical" productions by architects. Mediterranean Revival designs gained currency in Florida during the land boom of the 1920s largely as a result of the work of Addison Mizner who considered it "appropriate" to the state's history and climate. His elaborate designs in Palm Beach and Boca Raton, Florida, gave the lead to numerous architects who used the formulas for buildings of every type--residential, commercial, industrial, and governmental. Designs often mixed periods and regional characteristics of the architecture of Spain, Italy, and France--tossing in a few Islamic touches for good measure.

The basic characteristics of Mediterranean Revival houses are a rambling plan, stuccoed walls, tile roof, and casement windows. One often finds an arched loggia or entranceway, metal grillwork, bas-relief sculpture, a roof parapet, and a stuccoed chimney capped with tile (photos 25, 30, 49, 51).

Second Empire

The Second Empire style is represented by a single example in Hyde Park: the Hutchinson House (ca. 1908), 304 Plant Avenue. The most distinctive feature of houses of this type is the high mansard roof over the third story. Also typical are the Hutchinson House's arched wall dormer windows, the projecting wall pavilions, and its sense of massiveness (photo 69).

Classical Revival

This style emphasizes symmetry of massing and the use of "classical" orders: Doric, Ionic, Corinthian, and Tuscan columns and entablatures. In American residential architecture of the late 19th and early 20th centuries, the use of classical forms was seldom programmatic, and the distinctions between Colonial Revival and Classical Revival become blurred. Usually, a Classical Revival house will be a two-story structure with a porch or portico extending the width of the main facade having colossal columns. The entablature, when present, tends to be plain or feature dentils only. The main block of the house is usually symmetrical in its massing, but it may have a single wing, normally one-story, or a rear ell. Principal building materials may be either wood (usually weatherboard) or brick (occasionally stuccoed) (photos 3, 44, 83).

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90 miles from Havana--he once again set up operations. Encouraged by local businessmen, Ybor persuaded other Cuban and American cigar manufacturers to join him on the island. Labor was readily available from the thousands of refugees, many of whom had worked in the tobacco industry, fleeing the conflict in their homeland.⁵ After more than 15 years in Key West, Ybor decided to seek a new location for his operations because of constant labor problems arising from conflict among Cuban and Spanish workers and the isolation of Key West from supplies, raw materials and markets.⁶

Having first examined several other locations, Ybor decided in 1885 to settle in Tampa. His decision was influenced by the availability of transportation and the generous financial and real estate incentives offered by the Tampa Board of Trade, a forerunner to the chamber of commerce. Within a year "Ybor City" had become a thriving, independently incorporated community almost within the shadow of downtown Tampa. Its independence was short-lived, however, for in 1887 Tampa amended its charter to annex Ybor City raising the total population of the city to approximately 5,000.⁷ Tampa's population increased dramatically over the next several decades, especially after a second cigar producing center--West Tampa--was established west of the Hillsborough River in 1894.⁸

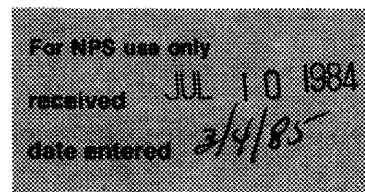
According to Karl Grismer's History of the City of Tampa, the development of Hyde Park began in 1886 when O.H. Platt purchased 20 acres of land from the Robert Jackson homestead west of the Hillsborough River near its confluence with Hillsborough Bay. Platt subdivided the land into residential lots, naming the area Hyde Park after his hometown in Illinois.⁹ Platt filed his subdivision in July of 1886, but Tampa residents were in no hurry to build west of the river.¹⁰ There had been at least a few settlers west of the river almost since Fort Brooke was established. Levi Collier cleared several acres in 1829 to grow vegetables which he sold to the army.¹¹ The area of Spanishtown Creek (no longer in existence) which ran from its origin near the intersection of Kennedy Boulevard and Magnolia Avenue south to the bay was inhabited in the 1840s by five or six Spanish fishermen and their families.¹² The Jackson homestead--already mentioned--was also in the area, as was property owned by Jesse J. Hayden, the owner of the ferry which until 1888 was the only means of reaching the west bank of the river from Tampa.¹³

The 1870s saw the development of citrus farming in what is now the heart of Hyde Park. In 1878 William A. Morrison acquired 80 acres of land overlooking Hillsborough Bay.¹⁴ Another grower, James M. Watrous, had purchased a similar sized tract nearby three years earlier.¹⁵ Remarkably, the houses erected by both men still survive. (photos 21, 22). Morrison built an Italianate mansion of "artificial stone," employing craftsmen from his former community in Alton, Illinois.¹⁶ The Watrous House, a poured concrete structure was erected ca. 1882.¹⁷ It was described in 1883 as "a beautiful concrete structure with four gables, two stories high standing in the midst of a 30-acre orange grove."¹⁸ Unfortunately, the Morrison House (850 Newport Avenue) no longer has its distinctive central tower shown in a real estate pamphlet published in 1885, and the Watrous House (1307 Morrison Avenue) had a heavy loggia and porte cochere added to its south facade sometime in the 20th century, but otherwise the houses remain largely intact.¹⁹

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Those persons who had seen Tampa's future growth spreading west of the Hillsborough River had guessed correctly. In 1888 Henry Bradley Plant extended his railroad across the river and pushed south to the tip of the peninsula where he developed port facilities and established the town of Port Tampa.²⁰ The rail line went through the western part of what is now Hyde Park and is still in use today. The same year the cornerstone was laid to his luxurious Tampa Bay Hotel (now the University of Tampa), and the first bridge constructed across the river at Lafayette Street (renamed Kennedy Boulevard in 1963).²¹ This early bridge was replaced by a bascule bridge in 1896, and the present bridge--also a bascule structure--was constructed in 1912-1913.²² (photo 63). The \$3,000,000 Moorish style hotel opened its doors to patrons in 1891, and on August 31, 1893 the Tampa Morning Tribune confidently claimed that Hyde Park was the most "aristocratic" section of Tampa. Certainly the neighborhood had attracted a number of prominent citizens. Among those whose homes were erected before the beginning of the 20th century and are still extant are the following:

1. Peter O. Knight House (ca. 1890), 245 Hyde Park Avenue: lawyer, state attorney, one of the founders of the Exchange National Bank and the Tampa Electric Company (photo 1).
2. T.C. Taliaferro House (ca. 1890), 305 Hyde Park Avenue: one of the founders of the First National Bank. Listed on the National Register.
3. J.B. Anderson (Anderson-Frank House, ca. 1898), 341 Plant Avenue: Vice President of the Ybor Building and Loan Company, an officer of the Exchange National Bank. Listed on the National Register (photo 70).
4. S.L. Lowry House (ca. 1893), 333 Plant Avenue: businessman, city commissioner, active in the development of Bayshore Boulevard.
5. O.J. Spafford House (ca. 1887), 315 Plant Avenue: insurance executive and real estate developer.

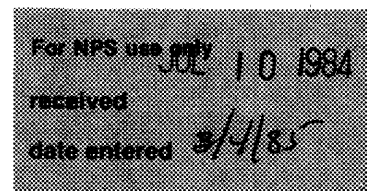
The above is but a sampling of 19th century houses in Hyde Park still extant associated with prominent persons; moreover, there are many others associated with lesser lights found in the neighborhood. Yet other houses, like that of F.A. Solomonson who was mayor of Tampa, 1893-95 and 1904-05, have since been demolished.²³ So important did the Hyde Park area become to the social life of Tampa that between January 27, 1890 and September 27, 1898 the Tampa Morning Tribune saw fit to mention the names of at least 31 persons of note to locate in the area.

By 1910, the large citrus groves of William A. Morrison and James M. Watrous had been subdivided into residential tracts.²⁴ This opened all of the land south of Swann Avenue between Magnolia and Orleans Avenues to development, nearly 100 acres. West Hyde Park, a tract of similar size immediately adjoining the Morrison Grove subdivision on the west and encompassing Swann, Orleans, and Rome Avenues and Bayshore Boulevard was formally subdivided in 1914, even though building activity had apparently already been going on there for several years.²⁵ Much of this central area of Hyde Park was

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developed by two local real estate men, Alfred Swann and Eugene Holtsinger, who formed the company of Swann and Holtsinger in 1906. The two purchased much of the Morrison Grove and West Hyde Park subdivisions, setting aside numerous lots for some of Hyde Park's finest homes, deeming the area "Suburb Beautiful."²⁶

Activity had been pushing west on Grand Central Avenue (now Kennedy Boulevard) as well. Photographs published in real estate brochure in 1909 show Hyde Park's northern boundary well settled as far west as Howard Avenue. The thoroughfare had been paved with brick and enjoyed streetcar service as well, one of two lines serving Hyde Park.²⁷ A new infusion of residents to the area had been brought about by the establishment of the city of West Tampa north of Hyde Park.²⁸ Many persons operating businesses in West Tampa preferred the serenity and charm of Hyde Park rather than the raw "frontier" atmosphere of the cigar manufacturing community.²⁹

The period in which the greatest number of structures were erected in Hyde Park appears to have been between 1913 and 1928, as evidenced by the city's building records, the Sanborn maps, and the dated contractors' labels found stamped into the sidewalks throughout the neighborhood. Building permit ledgers, the earliest of which dates from 1915, shows new housing starts increasing steadily through the teens and twenties, declining somewhat after 1928, and virtually coming to a halt by 1931. These ledgers, however, do not give a complete picture of construction in Hyde Park as it appears that application for a building permit was not made in every case.³⁰

During the period of the teens and twenties, Hyde Park continued to attract persons of note. Among those whose houses are still extant are the following:

1. Issac Maas House (ca. 1924), 907 Bayshore Boulevard: co-founder of the Maas Brothers Department Stores.
2. Henry E. Snow House (ca. 1919), 1001 Bayshore Boulevard: civic leader, member of the Tampa Board of Public Works, Snow Avenue and Snow Park are named after him.
3. Doyle E. Carlton House (ca. 1913), 617 Horatio Street: governor of Florida 1929-1933.
4. M. Leo Elliott House (ca. 1923), 710 Newport Avenue: one of Tampa's leading architects, designed the City Hall and the Cuban Club in Ybor City, both listed on the National Register.

Stylistically, the houses in Hyde Park cover a wide range. The Morrison House is Italianate; the Hutchinson House (ca. 1908, listed on the National Register), 304 Plant Avenue, is Second Empire; the Leiman House (ca. 1916, listed on the National Register), 716 Newport Avenue, is Prairie Style. These houses, however, are unique of their type in Hyde Park. Far more representative are the numerous Colonial Revival, Mediterranean Revival, Queen Anne variations, Classical Revival, English Romantic Revival, Bungalow, and vernacular structures found in the district. Although there are numerous Queen Anne variation structures in the eastern part of Hyde Park, the absence of high style examples is notable considering the age and condition of the neighborhood. At least a few Queen Anne structures, complete with prominent towers,

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multiplicity of bays, and rich surface textures and decorative elements were erected in Hyde Park before the end of the 19th century, for at least two--the John Trice House and the J.M. Long House--are shown in the Tampa Tribune "Midwinter Edition" of 1900. These buildings are no longer extant, and such structures were evidently in the minority, not only in Hyde Park but in Tampa generally.

Most of the houses shown in the "Midwinter Edition" in Hyde Park are Colonial Revival and that variation of Queen Anne which the Old House Journal calls "Princess Anne," essentially a structure with a Queen Anne plan but lacking its elaborate decorative program.³¹ It appears that the taste for Colonial Revival and Classical Revival held sway in Tampa at the end of the 19th century. Even where the influence of Queen Anne is still clearly evident in such elaborate masonry structures as the Anderson-Frank House (mentioned above) and the W.F. Heims House (ca. 1911), 801 Delaware Avenue, the exuberance of Queen Anne is tempered by the symmetry of Colonial Revival planning and the use of "classical" details.

The larger "styled" houses in Hyde Park are, for the most part, found in the Morrison Grove or "Suburb Beautiful" section of Hyde Park, and one of the most desirable locations for a house in that area was along Bayshore Boulevard. Swann and Holtsinger influenced the development of the Bayshore when they began filling in the mud flats along the water's edge in 1907.³² In 1912 the city of Tampa condemned a strip of land along the water's edge between Swann and Howard for a thoroughfare.³³ In 1914 "Bayshore Boulevard" was paved and a seawall constructed. The first sidewalk and balustrade was completed about ten years later.³⁴ During the 1930s the roadway was widened to four lanes and the present balustrade, with its "classical" urn balusters was constructed (photo 39).³⁵ (See Addendum for more information on Bayshore Boulevard.)

Although larger, more expensive houses continued to be erected throughout the teens and twenties, by 1915 a significant number of bungalows began to appear in the district, especially west of Rome Avenue.³⁶ The name "bungalow" comes from India and originally meant a low, one-story house having large verandas. Inspired by the designs of the architectural firm of Greene & Greene in California in the first years of this century, the popularity of the bungalow spread rapidly across America, finally running its course about 1929. The typical bungalow is a one-story house with gently pitched gables, exposed rafter ends, and a broad front porch with battered piers. The type often makes extensive use of "natural" materials such as wood shingles, rubble stone, and rough faced brick. Architects drew on a wide variety of sources for their stylistic inspiration, including Japanese, Spanish, and Swiss sources--even more than one at the same time. Plan books, like the one distributed by the Los Angeles based Ye Planry Building Company in 1908, could be easily obtained for four or five dollars, showing Americans how they could afford a convenient and "stylish" home.³⁷ The most notable single tract of bungalows in Hyde Park is Bungalow Terrace, a one block subdivision of 31 houses platted in 1915 by H.C. Draper and the Tampa Land Company. The development contains four rows of single family dwellings, the two inner rows of which face inwardly on a central lane or walkway flanked by stone pylons at each end. The majority of the houses were erected before 1920³⁸ (photo 46).

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A neighborhood the size of Hyde Park required at least some space set aside for domestic servants and common laborers (photo 50). Groups of small houses dot the district, the largest single surviving concentration being a tract of shotgun houses located on the block encompassed by Azeele Street, Orleans Avenue, Horatio Street, and Oregon Avenue. Hyde Park is also noted³⁹ for its many apartment buildings, the majority of which were erected during the 1920s. Some are little more than wood frame tenements, but many are well-constructed buildings with Mediterranean Revival and Colonial Revival features (photos 10, 13, 38). The neighborhood also contains schools, churches, and commercial buildings which add to its flavor. (photos 29, 34, 71)

Despite Hyde Park's verdant appearance, resulting from the large shade trees lining its avenues and the spacious lawns of its houses, there is little in the way of parks and other land set aside for public employment as can be found in the rest of the city. This is, perhaps, one unfortunate result of the multiplicity of private developments that form the neighborhood. Bayshore Boulevard attracts many pedestrians since it features a sidewalk that runs unbroken along the bay from Swann Avenue to Gandy Boulevard, a distance of about three miles. The only specifically designated "parks" in the historic district, however, are Kate Jackson Playground--a single city block bounded by Packwood, Rome, Bristol, and Morrison Avenues--and Snow Park.

Snow Park is a small area of land at the intersection of Kennedy Boulevard, Grand Central Avenue, and Magnolia Avenue (photo 61). Originally nothing more than a traffic island, it was dedicated to Henry E. Snow in 1920.⁴⁰ The city of Tampa decided to improve the park in 1925 by providing it with a fountain enclosed by a small pavilion. The work was completed in 1926 shortly after Snow died, but less than a decade later the pavilion was destroyed when struck by an automobile.⁴¹ The site remained neglected until 1984 when the city began work to enlarge the park, plant shade trees, and erect a new pavilion. The work is expected to be finished in 1984.

Hyde Park was not the only residential area to grow up around Tampa at the end of the 19th century. About the same time people began to build houses in the Tampa Heights area immediately north of downtown. Ybor City also had its own residential section, as did West Tampa. By the mid-1920 residential developments had mushroomed around the city, among them Beach Park, Davis Islands, Palma Ceia, Sunset Park, and Seminole Heights. In almost every case these subdivisions either failed to live up to their developers' expectations or have been robbed of their historic visual character. Tampa Heights is today an extremely blighted area, the majority of its older homes having either been demolished or extremely altered. Both Ybor City and West Tampa have suffered much the same fate, although each has its own National Register district, the significance of which is founded upon the ethnic character of the neighborhoods and the development of the cigar industry, rather than residential architecture. Ybor City, in fact, had much of the residential area near the present historic district destroyed as the result of urban renewal planning.

Davis Islands, Beach Park, and Sunset Park all suffered to some extent from the collapse of the Florida "land boom" in 1926. Each was a large comprehensive land development that depended in part on advance sales of large tracts of building lots to prospective buyers. The developers had--as was usual in Florida real estate schemes at the time--borrowed large sums of money to develop the property and construct model

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homes to lure customers. Often borrowing funds without sufficient collateral to cover debts. Sales were made on shaky terms too, so that when confidence in the Florida real estate market vanished, construction was halted, and many of the subdivisions languished, most of them never being completed according to plan.

Shifting population patterns, the decline of the inner city and traditional "neighborhood" concept have injured all of Tampa's older residential neighborhoods to some degree, and Hyde Park has not escaped unscathed. Severe blight afflicts Kennedy Boulevard, Howard Avenue, and certain pockets within the district. Still, through the insight of Hyde Park's residents and the increased awareness of the importance of historic preservation by the city government, much of Hyde Park has been preserved and is undergoing a renewal, so that today--as in 1893--it can still claim to be the most "aristocratic" section of Tampa.

FOOTNOTES

¹Tampa Bay is actually divided into two large bays--Old Tampa Bay and Hillsborough Bay--and several smaller bays separated by the Hillsborough Peninsula.

²Durward Long. "Making of Modern Tampa: a City of the New South," Florida Historical Quarterly. XLIX (April, 1971), 334.

³ibid., 335.

⁴ibid., 334.

⁵Stuart Campbell and Porter McLendon. The Cigar Industry of Tampa, Florida. Gainesville: (?), 1939, 43-44.

⁶Durward Long. "The Historical Beginnings of Ybor City and Modern Tampa," Florida Historical Quarterly. (XLV July, 1966), 32.

⁷ibid., 38-39.

⁸Tampa Morning Tribune. April 27, 1894.

⁹Karl H. Grismer. A History of the City of Tampa and the Tampa Bay Region of Florida. edited by D.B. McKay. St. Petersburg: The St. Petersburg Publishing Company, Inc., 1950, 187.

¹⁰Hillsborough County. Plat Maps, Book 1, Page 1. Clerk of the Circuit Court, Hillsborough County Courthouse, Tampa, Florida.

¹¹Grismer, 61.

¹²ibid., 121.

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¹³ ibid., 187.

¹⁴ Hillsborough County. Deed Records, Book E, Page 362. Clerk of the Circuit Court, Hillsborough County Courthouse, Tampa, Florida.

¹⁵ Deed Records, Book D, page 598.

¹⁶ Sunland Tribune. January 29, 1881.

¹⁷ Sunland Tribune. May 4, 1882.

¹⁸ Bay City (Michigan) Evening Press. March 19, 1883.

¹⁹ Hillsborough County Real Estate Agency. "Descriptive Pamphlet of Hillsborough County," New York: South Publishing Co., 1885.

²⁰ Dudley S. Johnson. "Henry Bradley Plant and Florida," Florida Historical Quarterly. XLV (October, 1966), 124.

²¹ Jacksonville Florida Times-Union and Citizen. "Christmas Edition," December 1897; "Insurance Maps of Tampa, Florida," New York: Sanborn Map Company, editions and revisions 1884-1931.

²² Grismer, 236; Tampa Morning Tribune. August 25, 1895.

²³ Polk's Tampa City Directory. Richmond, Va.: R.L. Polk Company, editions 1899-1983.

²⁴ Plat Maps, Book 5, Page 64.

²⁵ Sanborn Maps, 1884-1931.

²⁶ Grismer, 379; Alfred Swann (1843-1926), born in Dandridge, Tennessee, came to Tampa in 1904. Eugene Holtsinger (1868-1916), also born in Dandridge, came to Tampa in 1905, formed Swann & Holtsinger Company with Swann in 1906.

²⁷ Mutual Realty and Investment Co., "Tampa's Future: Sure and Golden as the Rising Sun", promotional brochure. Buffalo, N.Y.: Matthews-Northrup Works, 1909; Tampa Board of Trade. Bird's-Eye View of Tampa, 1912 (lithograph), Chicago: Barnes Crosby Company.

²⁸ Laws of Florida. Vol. XXII, No. 176, Chapter 5867. "An Act to Incorporate the City of West Tampa in the County of Hillsborough," 1895.

²⁹ Tampa City Directory, 1899-1983.

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³⁰City of Tampa. Building Permit Ledgers, 1915-1938. Inspectional Services Division, City Hall Plaza, Tampa, Florida; "Sanborn Maps," 1884-1931; the Sanborn Maps reveal a greater increase in structures in the period 1922-1931 than permits applied for.

³¹Clem Labine. "The Princess Anne House," Old House Journal. Vol. X, No. 7 (July 1982), 135-137.

³²Grismer, 379.

³³City of Tampa. Resolutions of the City Council, No. 503 (July 9, 1912). Office of the City Clerk, City Hall Plaza, Tampa, Florida.

³⁴Resolution No. 939 (May 14, 1914); No. 1726A-1727A (November 10, 1925); Grismer, 263.

³⁵Resolution No. 1702B (October 31, 1933).

³⁶"Sanborn Maps," 1884-1931.

³⁷Ye Planry Building Company, Inc. Ye Planry Bungalows. Los Angeles: Senogram Publishing Co., 1908.

³⁸The Sanborn Maps do not list Bungalow Terrace as a separate subdivision but show it to be a part of Fortuna Subdivision.

³⁹"Sanborn Maps," 1884-1931; Building Permit Ledgers, 1915-1938.

⁴⁰Resolution No. 1789 (October 5, 1920).

⁴¹Tampa Tribune. June 11, 1925 and June 11, 1935.

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Text Supporting Summary Statement of Significance (Addendum)

Bayshore Boulevard

Bayshore Boulevard is one of Tampa's most historic and scenic thoroughfares. Stretching from the mouth of the Hillsborough River to Gandy Boulevard, the roadway runs along the gentle curve of the western shoreline of Hillsborough Bay a distance of approximately six miles and offers an unobstructed panorama of downtown Tampa, Davis Islands, the long curve of the interbay peninsula, and the nearby communities of Gibsonton, Apollo Beach, and Ruskin. Historic homes overlook the bay along the roadway which is distinguished by attractive landscaping and the balustraded seawall, with adjoining sidewalk, running unbroken along its length. Constructed at the same time as the present thoroughfare between 1935 and 1938, the balustrade is like a magnet to people who walk, jog, and bike there undisturbed by automobile traffic. Numerous rest stops in the form of concrete benches and short flights of steps leading down to the water were provided in the original design for the comfort of pedestrians.

A road along the shore of Hillsborough Bay appeared almost as soon as the Hyde Park Neighborhood began to take shape in the 1880's when parties of fishermen and picnickers began to make weekend trips to ballast point by buggy and wagon. Within a few years houses began to appear along the bayshore where formerly only the W.A. Morrison house (ca. 1879) and the James Watrous house (ca. 1881) had broken the unspoiled wilderness.¹ In 1892, the Consumers Electric Light and Power Company purchased Ballast Point and connected it with downtown Tampa by a streetcar line. On the point the company established a park and erected a pavillion to be used for social occasions. The street railway ran through Hyde Park, which had become the residential area for many of the city's most prominent citizens, and exited onto the bayshore at Rome Avenue.²

About the same time the streetcar line was being laid, the county began improving the unpaved wagon road along the bayshore, which attracted new residential construction to the area, particularly homes constructed by wealthy Tampons. In 1906, Albert R. Swann and Eugene Holtzinger formed a partnership to develop "new suburb beautiful" in the nearly 200 acres of property which formerly comprised the citrus groves of W.A. Morrison and James Watrous. This plan called for the improvement and paving of the county road along Hillsborough Bay.³ Bayshore Boulevard first appeared in the city directory in 1908, and four years later the city council approved the paving of the roadway and its extension from Swann north to Brorein Street.⁴ In 1914, that portion of the county road south of Rome Avenue was also officially named "Bayshore Boulevard," although the county remained responsible for its maintenance.⁵ Nevertheless, the bayshore was provided with a brick paved roadway for its entire length.

By the mid-1920's Bayshore Boulevard had become Tampa's most scenic route along some of its most desirable residential property. The area was made even more accessible with the completion of the Platt Street bridge in 1925 which finally linked the neighborhood directly with downtown.⁶ Already there was a seawall and sidewalk running the length of the boulevard, but a solid parapet wall stood where the distinctive classical urn balustrade now runs. In 1935, the city council approved plans for the total reconstruction of Bayshore Boulevard under the supervision of the W.P.A., and by 1938 the present four lane roadway and classical balustrade had been completed between Platt Street and Howard Avenue.⁷ South of Howard, the balustrade was composed of square rather than urn balusters.

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In 1946, the streetcar lines serving Tampa were shut down and the tracks removed.⁸ Bayshore Boulevard has, of course, undergone some changes since the 1930's. Some portions of the concrete roadway laid by the W.P.A. have of necessity been repaved. New light standards and traffic signals have replaced obsolete ones, and some of the historic homes have been either altered or demolished and replaced with more modern structures. However, the majority of the original homes still overlook the bayshore between Swann and Howard and overall the area retains its basic traditional character. Most important of all, the handsome balustrade and walkway still remain for the enjoyment of Tampa's citizens. Bayshore Boulevard is historically an integral part of Hyde Park and should be (at least a portion of it) included in the National Register Historic District. At present no retail establishments or marinas mar its beauty and its protection and maintenance should be encouraged by recognizing it as part of the important historic fabric of Tampa.

FOOTNOTES:

¹Sunland Tribune. January 29, 1881; May 4, 1882.

²Grismer, Karl H. A History of the City of Tampa and the Tampa Bay Region of Florida. Edited by D.B. McKay. St. Petersburg: The St. Petersburg Publishing Company, Inc., 379.

³ibid., 379.

⁴City of Tampa. Resolutions of the City Council. Resolution No. 503 (July 9, 1912).

⁵Grismer, 236.

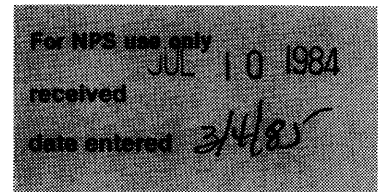
⁶Resolution No. 1015 A (March 12, 1925).

⁷Grismer, 272.

⁸ibid., 309.

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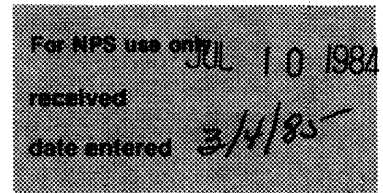
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Tampa Tribune. June 11, 1935.

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I 17/355720/3091720

Area II

J 17/354580/3091720
K 17/354580/3091540
L 17/354520/3091200
M 17/354440/3091070
N 17/354190/3091080
O 17/354140/3091440
P 17/354140/3091720

Verbal Boundary DescriptionAREA I

Begin at the southwest corner of the intersection of West Kennedy Boulevard and Plant Avenue and run south along the west curb of Plant Avenue approximately 225 feet; then turn west and run approximately 150 feet along the easement between the First Baptist Church at 105 Plant Avenue and the Culbreath Chapel, part of the same property; then turn south and run along a line behind the Carlton Activities Building, also part of the same property, to the south curb of Grand Central Avenue; then run east to the southwest corner of the intersection of Grand Central Avenue and Plant Avenue.

From there run south approximately 125 feet along the west curb of Plant Avenue to the point where the eastern section of Grand Central Avenue intersects Plant Avenue; then run east along the south curb of Grand Central Avenue to the intersection of Parker Street; then run south along the west curb of Parker Street to the intersection of Brorain Street; then run west along the north curb of Brorain Street to the intersection of Plant Avenue.

From there run south beneath the Crosstown Expressway from the northeast corner of the intersection of Plant Avenue and Brorain Street to the southeast corner of the intersection of Plant Avenue and Cardy Street; then run east along the south curb of Cardy Street to the intersection of Bayshore Boulevard; then run south along the west curb of Bayshore Boulevard approximately 250 feet to the property line separating the structure at 243 Bayshore Boulevard from that at 245 Bayshore Boulevard; then run west approximately 200 feet along said line to the point where it intersects the east property line of 109 Platt Street; then run south approximately 275 feet across Platt Street and along the east property line of 109 Hyde Park Place to the north curb of Hyde Park Place.

From there run west along the north curb of Hyde Park Place approximately 100 feet; then run south approximately 175 feet across Hyde Park Place and along the east property line of 112 Hyde Park Place to the point where said line intersects an unnamed alley running between the houses fronting on Hyde Park Place and the Bayshore Gardens Apartments building at 319-325 Bayshore Boulevard; then run west along the center line of the alley approximately 250 feet; then run southwest approximately 400 feet along a line separating the structure at 201 Beach Place from that at 205 Beach Place, and those at 208 Beach Place and 203 Verne Street from the Bayshore Gardens Apartments building at 327-329 Bayshore Boulevard, with said line terminating at the north curb of Verne Street.

(See Continuation Sheet)

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From there run west along the north curb of Verne Street to the intersection of Plant Avenue; then cross Plant Avenue and run south along the west curb of Plant Avenue to the intersection of DeLeon Street; then run west along the north curb of DeLeon Street to the intersection of Hyde Park Avenue; then run north along the east curb of Hyde Park Avenue to the intersection of Azeele Street; then run west along the north curb of Azeele Street to the northwest corner of the intersection of Azeele Street and Cedar Avenue; then run south along the west curb of Cedar Avenue to the intersection of Horatio Street.

From there run west along the north curb of Horatio Street to the northwest corner of the intersection of Horatio Street and Magnolia Avenue; then run south along the west curb of Magnolia Avenue to the southwest corner of Magnolia Avenue and DeLeon Street; then run east along the south curb of DeLeon Street approximately 250 feet; then run south along a line at the rear of the apartment structure at 600 Magnolia Avenue and between the structures at 515 and 517 Bay Street to the north curb of Bay Street; then run west along the north curb of Bay Street approximately 450 feet; then run south along a line separating 606 Bay Street from 611 Magnolia Avenue to the north curb of Swann Avenue; then run west along the north curb of Swann Avenue to the intersection of Brevard Avenue; then run south along the west curb of Brevard Avenue to the intersection of Inman Avenue; then run southwest from the northwest corner of the intersection of Brevard Avenue and Inman Avenue by the shortest route across Bayshore Boulevard to the southwest (Hillsborough Bay) side of the balustrade and seawall along Bayshore Boulevard.

From there run along the outer (Hillsborough Bay) side of the balustrade and seawall southwest to a point approximately 250 feet northeast of the intersection of Bayshore Boulevard and Howard Avenue; then run northwest approximately 550 feet along a line separating the Bayshore Royal Condominium at 2109 Bayshore Boulevard from the DeSoto Apartments at 1505-1507 DeSoto Avenue; then run east approximately 50 feet; then run northwest approximately 450 feet along the rear property lines separating those structures on the 1500 block of Howard Avenue from those in the 1400 and 1500 block of DeSoto Avenue to the point where said line intersects the southeast curb of Hills Avenue.

From there run northeast along the southeast curb of Hills Avenue to the southeast corner of the intersection of Hills Avenue and DeSoto Avenue; then run northwest along the northeast curb of DeSoto Avenue approximately 250 feet; then run northeast approximately 100 feet along the property line separating the structures at 1304 and 1308 DeSoto Avenue; then run northwest approximately 200 feet, crossing Dekle Avenue and along the property line separating 2201 and 2203 Dekle Avenue; then run north along the rear property lines of 1308 and 1310 Howard Avenue, and the line separating 2114 and 2116 Southview Avenue, to the north curb of Southview Avenue; then run west along the north curb of Southview Avenue to the intersection of Howard Avenue.

From there run north along the east curb of Howard Avenue approximately 250 feet to the property line separating 1218 Howard Avenue from 1226 Howard Avenue; then run east approximately 175 feet along said property line; then run north approximately 475 feet along the rear property line of 1218 Howard Avenue, across Marjory Avenue, and along the rear property line of 1208 Howard Avenue to the north curb of Watrous Avenue; then run east approximately 45 feet to the property line separating 2119 Watrous Avenue from 2121 Watrous Avenue; then run north along said line to the point where it intersects the right-of-way of the Crosstown Expressway; then run northeast along the southeastern boundary of said right-of-way to the intersection of Swann Avenue.

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From there run east along the south curb of Swann Avenue to the intersection of Rome Avenue; then run south along the west curb of Rome Avenue to the southwest corner of the intersection of Rome Avenue and Bristol Avenue; then run east along the line of the south curb of Bristol Avenue to the point where it intersects the east curb of Oregon Avenue; then run north along the east curb of Oregon Avenue to the northeast corner of the intersection of Oregon Avenue and Swann Avenue; then continue along the east curb of Oregon Avenue approximately 150 feet; then run west approximately 450 feet along the south property line of 613 Oregon Avenue and 614 Dakota Avenue to the east curb of Dakota Avenue.

From there run north approximately 125 feet along the east curb of Dakota Avenue; then run west, crossing Dakota Avenue, and along the property line separating 609 Dakota Avenue from 611 Dakota Avenue, and along the south property line of 610 Rome Avenue to the east curb line of Rome Avenue; then run north to the intersection of DeLeon Street; then run east along the south curb of DeLeon Street to the intersection of an unnamed alley lying in the center of the block; then run north across DeLeon Street along the center of the alley to the point where the line of the alley intersects the right-of-way of the Crosstown Expressway; then run northeast along the southeastern boundary of the Crosstown right-of-way to the point where it intersects an extension of the south curb line of Azeele Street.

From there run east along the south curb of Azeele Street to a point approximately 100 feet west of the intersection with Willow Avenue; then run north along the rear property lines of the structures at 307, 309, and 311 Willow Avenue, approximately 225 feet; then run east approximately 225 feet along the north property line of 307 Willow Avenue to the east curb of Willow Avenue; then run north along the east curb of Willow Avenue, cross Platt Street and continue north under the Crosstown Expressway across Cleveland Street to the north curb of Cleveland Street; then run west along the north curb of Cleveland Street approximately 250 feet; then run north approximately 375 feet along the rear property lines of the structures at 107, 111, 113, 115, and 117 Willow Avenue to the point where said line intersects the railroad right-of-way; then run northeast along the southeast boundary of the railroad right-of-way to the intersection of Kennedy Boulevard.

From there run east along the south curb of Kennedy Boulevard to the intersection of Newport Avenue then run south along the west curb of Newport Avenue approximately 100 feet; then run east approximately 525 feet along the rear property lines of those structures fronting on the 1000 and 1100 blocks of Kennedy Boulevard to an unnamed alley lying in the center of the block between Delaware Avenue and Edison Avenue; then run south approximately 50 feet along the center of said alley; then run east approximately 175 feet along the property line separating 101 and 105 Edison Avenue to the west curb of Edison Avenue; then run north along the west curb of Edison Avenue approximately 75 feet.

From there run east approximately 325 feet along the rear property lines of the structures fronting on the 900 block of Kennedy Boulevard to the west curb of Boulevard; then run south approximately 150 feet along the west curb of Boulevard; then run east approximately 175 feet along the property line between 830 W. Kennedy Boulevard and 108 Boulevard; then run north approximately 75 feet along the rear property line of 105 Fielding Avenue and the east property line of 830 W. Kennedy Boulevard; then run east approximately 150 feet along the property line separating 105 Fielding Avenue from 800

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W. Kennedy Boulevard to the west curb of Fielding Avenue; then run south approximately 75 feet along the west curb of Fielding Avenue; then run east approximately 600 feet along a line to the rear of the structures fronting on the 600 and 700 blocks of West Kennedy Boulevard to the west curb of Magnolia Avenue; then run north along the west curb of Magnolia Avenue to the intersection of Grand Central Avenue, then run west along the south curb of Grand Central Avenue to the point where Grand Central Avenue intersects West Kennedy Boulevard at the western tip of Snow Park; then cross Grand Central Avenue at the western tip of Snow Park and run east along the south curb of West Kennedy Boulevard to the southwest corner of the intersection of West Kennedy Boulevard and Plant Avenue, the point of the beginning.

AREA II

Begin at a point on the west curb of Packwood Avenue approximately 200 feet south of the intersection of West Kennedy Boulevard and run south approximately 500 feet; then run west approximately 175 feet along the property line separating the structures at 207 and 209 Packwood Avenue to an unnamed alley lying in the center of the block; then run south along the center line of the alley approximately 175 feet; then run west approximately 175 feet along the south property line of 214 Fremont Avenue to the east curb of Fremont Avenue; then run north along the east curb of Fremont Avenue approximately 225 feet; then run west approximately 200 feet along the property line separating 205 and 207 Fremont Avenue to an unnamed alley in the center of the Block.

From there run south along the center line of the alley to the point said alley intersects the south curb of Azeele Street; then run east along the south curb of Azeele Street to the point said line intersects an unnamed alley lying in the center of the block between Fremont Avenue and Packwood Avenue; then run south along the center line of said alley to the point it intersects the north curb of Horatio Street; then run west along the north curb of Horatio Street to the point said line intersects an unnamed alley lying in the center of the block between Fremont Avenue and Melville Avenue; then run south along the center line of the said alley to the point where it intersects the north curb of DeLeon Street; then run west along the north curb line of DeLeon Street to the intersection of Melville Avenue.

From there run north along the east curb of Melville Avenue to the northeast corner of the intersection of Melville Avenue and Horatio Street; then run west along the north curb of Horatio Street to the northwest corner of the intersection of Horatio Street and Albany Avenue; then run south along the west curb of Albany Avenue to the intersection of DeLeon Street; then run west along the north curb of DeLeon Street to the intersection of Westland Avenue; then run north along the east curb of Westland Avenue to the intersection of Horatio Street; then run east along the south curb of Horatio Street to an unnamed alley lying in the center of the block.

From there run north along the center line of the alley to the point it intersects the north curb of Azeele Street; then run west along the north curb of Azeele Street to the intersection of Westland Avenue; then run north along the east curb of Westland Avenue to the northeast corner of the intersection of Westland Avenue and Platt Street; then run west along the north curb of Platt Street to the intersection of an unnamed alley lying in the center of the block between Westland Avenue and Howard Avenue; then run north along the center of said alley to the rear property line of 2220 W. Kennedy Boulevard, a distance of approximately 850 feet; then run east along the rear property

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lines of all the structures fronting on the 2200, 2100, 2000, 1900, and 1800 blocks of West Kennedy Boulevard to the point where said line intersects the line of an unnamed alley lying in the center of the block between Packwood Avenue and Fremont Avenue, a point approximately 150 feet south of West Kennedy Boulevard, then run south along the center line of said alley approximately 50 feet; then run east approximately 175 feet along the north property line of 107 Packwood Avenue to the point where said line intersects the west curb of Packwood Avenue the point of the beginning.

Justification:

These boundaries were designed to include all areas of significant concentration while excluding areas of lesser concentration and significant intrusions. The historic boundaries of Hyde Park run along Kennedy Boulevard on the north, to the Hillsborough River on the east, along the Bay and west along Howard Avenue. Significant concentrations of non-contributing buildings have been excluded from the District along the northern, western and eastern boundaries. Bayshore Boulevard, the open space, and the balustrade have been included as much as possible because of their extreme significance to the District. In addition to excluding non-contributing buildings along the fringes of this district, areas of significant demolition and the Crosstown Expressway have also been excluded.

HYDE PARK HISTORIC DISTRICT

List of Contributing and Non-Contributing Structures

CODE: C = Contributing
CA = Altered but Contributing
NC = Non-Contributing

ALBANY AVENUE

<u>Address</u>	<u>Category</u>	<u>Address</u>	<u>Category</u>	<u>Address</u>	<u>Category</u>
103	C	401	CA	1212	C
105	C	403	C	1214	NC
106	C	404	C		
110	C	405	CA	1301	NC
111	C	406	C	1305	NC
112	C	407	C		
113	CA	409	CA	1406	CA
114	NC	410	NC	1409	C
115	C	411	NC	1411	NC
116	CA	412	C		
117	C	417	NC	1501	NC
118	C			1504	NC
				1506	NC
201	NC	501	NC		
202	NC	502	NC		
203	CA	506	NC		
204	CA	508	C		
205	C	509	C		
206	C	510	NC		
207	CA	511	C		
208	C	513	C		
209	CA	517	NC		
210	C				
211	C	601	NC		
212	C	602	NC		
213	NC	603	NC		
214	NC	604	NC		
215	CA	605	NC		
216	CA	606	NC		
217	C	607	NC		
		608	NC		
301	C	609	NC		
304	C	610	NC		
305	CA				
306	CA	702	NC		
307	CA				
308	CA	1206	CA		
309	CA	1208	C		
310	C	1210	C		

AZEELE STREET

<u>Address</u>	<u>Category</u>
606	NC
502	C
504	C
506	C
507	NC
508	CA
600	C
604	NC
605	CA
606	C
609	C
610	C
611	C
612	C
614	NC
616	CA
701	CA
705	CA
707	C
801	CA
805	C
807	CA
809	C
1312	NC
1404	NC
1405	NC
1406	C
1408	NC
1907	NC
1909	NC
2006	NC
2010	NC
2108	NC
2208	CA

BAY STREET

<u>Address</u>	<u>Category</u>
509±	NC
515	NC
517	CA
519	C
521	C
606	CA
608	C
610	NC
612	NC
701	C
702	NC
703	CA
703½	CA
705	NC
709	NC
710	NC

BAYSHORE BOULEVARD

<u>Address</u>	<u>Category</u>	<u>Address</u>	<u>Category</u>	<u>Adress</u>	<u>Category</u>
243	CA	1601	NC		
245	NC	1605	NC		
319-325	NC	1715	C		
327-329	NC				
357	NC	1801	CA		
		1815	C		
517	CA	1817	NC		
		1821	C		
801	NC	1825	NC		
803	C				
815	C	1903	NC		
819	C	1915	NC		
821	CA	1925	CA		
823	C				
825	NC	2001	NC		
827	NC	2007	CA		
829	CA	2009	C		
841	NC				
		2101	C		
901	CA	2109	NC		
905	CA				
907	C				
1001	C				
1001½	C				
1005	C				
1101	C				
1115	QA				
1201	C				
1209	C				
1301	NC				
1303	NC				
1305	NC				
1307	NC				
1401	C				
1403	C				
1405	NC				
1501	CA				
1503	C				
1505	NC				
1507	C				

BEACH PLACE

<u>Address</u>	<u>Category</u>
201	NC
295	CA
207	NC
208	NC
210	CA
211	C
212	CA
213	C
215	C
220	C

BOULEVARD

<u>Address</u>	<u>Category</u>	<u>Address</u>	<u>Category</u>
103	CA	801	C
108	CA	802	CA
109	CA	809	C
111	CA	810	C
113	C	811	NC
115	NC	814	NC
		820	C
211	C	821	C
		822	C
301	CA	823	C
303	CA	825	C
305	CA	830	C
306	C	832	C
307	CA	833	C
308	CA	835	C
315	NC	836	C
325	CA	837	CA
		839	C
402	NC	840	C
		842	CA
501	NC	849	CA
503	NC	851	C
505	NC	853	C
601	NC		
602	C		
603	NC		
604	NC		
605	NC		
610	NC		
613	NC		
701	C		
702	NC		
705	C		
706	C		
709	C		
710	C		
714	C		
715	C		
718	CA		
719	CA		
720	CA		
721	C		
722	C		
725	C		

BREVARD AVENUE

<u>Address</u>	<u>Category</u>
109	C
110	C
111	CA
112	CA
113	C
114	C
115	NC
210	NC
213	NC
309	CA
310	CA
311	CA
312	C
408½	NC
703	NC
706-722	NC
707	C
711	C
715	CA
717	NC
723	CA
725	C

BRISTOL AVENUE

<u>Address</u>	<u>Category</u>
1805	NC
1901	NC
1902	CA
1904	NC
1905	NC
1907	CA
1909	C
2101	CA
2102	CA
2105	NC
2106	NC
2200	NC
2202	CA
2203	C
2204	C
2205	CA
2206	CA
2207	C
2208	C
2209	C
2210	C

W. BROREIN STREET

<u>Address</u>	<u>Category</u>
205	NC
207	C
211	CA
213	C
215	C

BRUCE STREET

<u>Address</u>	<u>Category</u>
901	C
902	NC
903	C
904	CA
905	CA
906	CA
907	CA
908	CA
909	CA
910	CA
911	CA
912	CA
913	CA
914	NC

BUNGALOW TERRACE

<u>Address</u>	<u>Category</u>
701	CA
702	C
703	C
704	C
705	CA
706	C
707	C
709	CA
710	C
711	C
712	C
713	CA
714	C
715	C
716	C
717	C
718	CA
719	C
720	C

CARDY STREET

<u>Address</u>	<u>Category</u>
104	C
106	CA
108	CA
110	CA
196	CA
198	CA
202	C
204	C
206	CA
208	C

CEDAR AVENUE

<u>Address</u>	<u>Category</u>
104	C
106	NC
109	C
110	CA
112	C
114	CA
115	NC
117	CA
213	CA
214	CA
215	C
216	CA
217	C
405	NC

CLEVELAND AVENUE

<u>Address</u>	<u>Category</u>
407	CA
409	CA
507	C
509	C
511	C
601	CA
605	CA
711	C
805	CA
905	NC
909	CA
1209	C
1514	CA
1516	C
1520	C
1605	NC
1715	NC
1720	NC
1807	NC
2108	NC

DAKOTA AVENUE

<u>Address</u>	<u>Category</u>	<u>Address</u>	<u>Category</u>	<u>Address</u>	<u>Category</u>
108	CA	901	C		
109	NC	902	C		
111	NC	903	C		
112	NC	905	C		
119	NC	906	C		
121	C	907	CA		
		908	C		
206	NC	909	C		
207	NC	911	C		
298	NC	912	C		
209	C	914	CA		
219	CA	915	CA		
		928	CA		
305	CA	929	CA		
		930	C		
420	CA	931	C		
501	NC	1001	CA		
503	NC	1002	C		
505	C	1003	NC		
508	C	1006	NC		
509	NC	1008	C		
510	CA	1010	C		
		1012	C		
601	NC	1013	CA		
602	N	1017	C		
603	C	1023	C		
605	C	1025	NC		
606	C	1027	C		
607	C				
608	CA	1101	CA		
609	C				
610	NC				
611	NC				
612	NC				
613	NC				
614	C				
615	NC				
830	C				
833	C				
834	C				
836	CA				
837	CA				
840	C				
841	C				
847	C				

DEKLE AVENUE

<u>Address</u>	<u>Category</u>
1902	C
1904	CA
1906	C
1907	C
1908	C
1909	CA
1910	C
1911	CA
1912	C
1913	C
1914	C
1915	CA
1916	C
1917	CA
1918	C
2000	C
2002	C
2003	CA
2004	CA
2005	NC
2006	CA
2007	CA
2008	CA
2009	CA
2010	CA
2011	NC
2012	C
2100	C
2104	C
2106	C
2017	C
2108	C
2110	CA
2111	CA
2113	CA
2114	C
2115-2117	C
2116	C
2118	C
2201	C
2203	NC

DELAWARE AVENUE

<u>Address</u>	<u>Category</u>	<u>Address</u>	<u>Category</u>
106	CA	800	CA
107	C	801	C
109	CA	802	C
110	C	804	C
111	C	807	C
112	C	809	CA
113	C	814	C
117	C	820	C
216	NC	821	NC
307	NC	823	CA
308	NC	824	C
309	CA	825	C
311	CA	827	C
312	C	829	C
314	C	831	C
315	NC	836	C
316	CA	838	C
320	C	840	NC
407	CA	844	CA
409	C	845	C
601	C	846	C
603	C	847	NC
605	NC	901	C
609	CA	902	C
611	NC	903	CA
612	CA		
613	C		
702	C		
708	CA		
709	C		
710	C		
711	CA		
713	C		
714	CA		
715	C		
716	C		
717	C		
718	C		
619	C		
720	C		

DeLEON STREET

Address Category

503 NC

601 NC

609 C

610 DA

611 CA

612 NC

615 NC

800 CA

804 C

806 C

808 C

1101 CA

1103 CA

1104 CA

1105 CA

1107 NC

1303 C

1405 NC

1607 NC

1609 NC

2109 NC

DESOTO AVENUE

<u>Address</u>	<u>Category</u>
1308	C
1314	CA
1401	CA
1402	C
1404	C
1407	CA
1408	CA
1409	NC
1410	C
1411	C
1412	C
1501	CA
1504	C
1505-1507	C
1506	C
1508	NC

<u>Address</u>	<u>Category</u>	<u>Address</u>	<u>Category</u>
101	NC	810	CA
105	CA	811	CA
106	CA	814	CA
107	C	815	CA
108	C	816	C
109	CA	817	CA
110	C	818	C
112	NC	819	NC
114	CA	820	C
		821	CA
214	C	822	NC
		824	C
305	C	825	C
306	CA	826	NC
307	CA		
309	CA	901	C
315	CA		
317	CA		
318	C		
320	CA		
321	C		
614	NC		
701	C		
702	C		
703	C		
706	NC		
708	C		
709	C		
710	C		
712	C		
714	C		
715	C		
717	CA		
727	CA		
801	CA		
802	CA		
803	NC		
804	C		
805	CA		
806	C		
807	CA		
809	CA		

<u>Address</u>	<u>Category</u>	<u>Address</u>	<u>Category</u>
110	C	601	NC
111	C	605	NC
114	NC	607	NC
115	NC		
116	CA	801	C
117	NC	802	NC
118	C	803	CA
120	CA	804	NC
121	NC	805	C
		806	C
201	CA	807	CA
202	C	808	CA
203	CA	809	CA
204	NC	810	C
205	C	811	C
206	NC	812	C
207	NC		
208	C	901	C
209	NC	902	NC
210	C	903	C
212	C	905	C
214	C	906	CA
		907	CA
308	CA	908	CA
310	NC	909	CA
		910	NC
401	NC	911	C
402	C	912	C
403	C	913	C
404	C	914	NC
405	CA		
406	C	1001	NC
407	CA	1002	NC
408	C		
409	C	1106	NC
410	C	1109	NC
411	NC		
412	C		
501	NC		
503	NC		
504	NC		
505	NC		
514	NC		
518	NC		

GRAND CENTRAL AVENUE

Page 22

<u>Address</u>	<u>Category</u>
205	C
206	C
208	C
210	C
215	NC
216	CA
410-411	NC
502	NC
503-511	C
504-506	C
508	CA

<u>Address</u>	<u>Category</u>
1203	CA
1205	CA
1206	CA
1207	CA
1209	NC
1211	C
1301	CA
1303	CA
1402	C
1506	CA

HILLS AVENUE

Page 24

<u>Address</u>	<u>Category</u>	<u>Address</u>	<u>Category</u>
1706	C	2113	C
1707	C	2115	C
1708	C	2117	C
1709	C	2119	CA
1710	C		
1711	NC	2207	CA
1712	CA		
1713	C		
1714	NC		
1715	C		
1716	CA		
1717	CA		
1718	CA		
1719	C		
1720	CA		
1721	C		
1722	C		
1723	CA		
1801	C		
1802	CA		
1805	CA		
1806	C		
1807	C		
1808	C		
1809	C		
1810	C		
1811	C		
1812	C		
1813	CA		
1815	C		
1818	C		
1819	C		
1820	C		
1822	CA		
2101	NC		
2103	NC		
2104	C		
2107	CA		
2108	C		
2109	C		
2110	C		
2111	C		

HORATIO STREET

Page 25

<u>Address</u>	<u>Category</u>	<u>Address</u>	<u>Category</u>
501	C	1307	NC
502	CA		
503	CA	1709	NC
606	NC	1813	C
608	NC		
609	C		
610	NC		
612	NC		
615	C		
617	C		
809	C		
811	CA		
906	C		
908	C		
910	C		
911	CA		
1001	NC		
1005	C		
1007	CA		
1013	CA		
1017	CA		
1101	CA		
1102	CA		
1103	NC		
1104	CA		
1105	C		
1106	CA		
1107	CA		
1108	CA		
1109	C		
1201	C		
1205	C		
1206	CA		
1208	CA		
1211	NC		

<u>Address</u>	<u>Category</u>	<u>Address</u>	<u>Category</u>
112	C	1308	NC
114	NC	1310	NC
116	NC	1350	NC
118	NC		
120	NC	1502	NC
122	NC	1504	NC
		1506	NC
202	C	1508	CA
204	CA		
208	NC		
212	NC		
302	NC		
304	C		
306	NC		
308	CA		
402	NC		
404	NC		
406	NC		
412	NC		
500-502	NC		
504-508	C		
510	NC		
514-516	NC		
602	NC		
610	C		
614	NC		
702-720	NC		
804	NC		
808	NC		
904-906	NC		
936	NC		
1002-1008	NC		
1208	NC		
1218	NC		
1226	CA		
1228	C		
1232	C		

HYDE PARK AVENUE

Page 27

<u>Address</u>	<u>Category</u>
108-118	NC
111-124	NC
209	NC
211-213	CA
212 214	C
217	C
221	CA
223	NC
245	C
249	NC
250	C
300	NC
305	C
307	CA
315	C
316	NC
326	C
330	C
334	C
350	C

<u>Address</u>	<u>Category</u>
109	C
112	C
114	NC
116	CA
118	C
203	CA
204	NC
210	CA
211	C
212	C
214	CA
215	C
216	CA

INMAN AVENUE

Page 29

<u>Address</u>	<u>Category</u>
1805	CA
1807	CA
1809	CA

<u>Address</u>	<u>Category</u>
1701	C
1702	NC
1703	C
1706	C
1707	NC
1708	C
1709	C
1710	C
1711	CA
1712	NC
1714	CA
1801	CA
1802	CA
1803	C
1804	CA
1805	CA
1806	C
1807	C
1809	C
1810	C
1811	C
1812	NC
1814	CA
1815	C
1816	C
1817	C
1818	C
1819	C
1820	C
1900	C
1901	CA
1902	NC
1903	C
1905	CA
1907	C
1909	NC
2108	CA
2110	CA
2112	C

KENNEDY BOULEVARD

Page 31

<u>Address</u>	<u>Category</u>	<u>Address</u>	<u>Category</u>
238	NC	2006	NC
318	CA	2016	CA
402-404	NC	2018	NC
410	C	2102-2110	NC
428-452	C	2112	NC
606	NC	2124	NC
610	NC	2202	CA
702-710	CA	2220	NC
714-722	NC		
800	NC		
830	NC		
900	NC		
912-920	NC		
1010	NC		
1102-1102	NC		
1118-1120	NC		
1302	NC		
1306	NC		
1402	NC		
1416	NC		
1502	NC		
1518-1520	NC		
1622	NC		
1702	NC		
1820	NC		
1808-1812	NC		
1902-1904	NC		
1908-1912	NC		

MAGNOLIA AVENUE

Page 32

<u>Address</u>	<u>Category</u>
110	CA
112	CA
113	NC
114	C
115	C
116	NC
210	C
212	C
301	C
303	C
305	CA
307	CA
309	CA
401	CA
403	NC
405	CA
412	C
414	NC
501	CA
502	NC
503	CA
505	C

<u>Address</u>	<u>Category</u>
2101	NC
2102	C
2103	CA
2104	C
2105	CA
2106	C
2107	C
2108	C
2109	CA
2110	NC
2112	CA
2113	CA
2114	CA
2115	NC
2116	CA
2117	C
2118	C

<u>Address</u>	<u>Category</u>	<u>Address</u>	<u>Category</u>
108	CA	508	CA
110	C	509	NC
112	CA	510	C
114	CA	511	NC
116	CA	512	NC
119	NC		
		601	NC
202	C	602	NC
203	NC	603	NC
205	C	604	NC
206	NC	607	NC
207	C	609	NC
208	NC	610	NC
209	NC		
211	NC		
212	CA		
214	NC		
216	NC		
224	C		
303	CA		
304	CA		
305	C		
306	C		
307	CA		
308	CA		
401	C		
402	NC		
404	C		
405	NC		
406	C		
407	C		
408	NC		
411	CA		
412	NC		
415	NC		
502	CA		
503	NC		
504	C		
505	CA		
506	C		
507	NC		

<u>Address</u>	<u>Category</u>
1301	CA
1304	C
1307	C
1311	C
1406	CA
1503	CA
1505	CA
1507	C
1608	C
1609	NC
1710	NC
1712	NC
1714	CA
1800	CA
1801	NC
1802	CA
1804	CA
1805	NC
1806	C
1810	NC
1902	C
1904	C
1906	C
1908	NC
1912	CA
2002	CA
2004	C
2005	C
2006	C
2007	CA
2008	C
2009	C
2010	NC
2105	NC

<u>Address</u>	<u>Category</u>
1401	C
1402	CA
1403	CA
1404	CA
1406	CA
1407	C
1409	C
1412	C
1500	C
1502	C
1503	CA
1505	NC

<u>Address</u>	<u>Category</u>	<u>Address</u>	<u>Category</u>
103	C	700	C
108	CA	701	C
109	CA	703	C
110	C	704	C
111	C	705	C
112	C	710	C
113	CA	712	CA
114	C	715	C
115	CA	716	C
116	C	716	C
118	CA	717	C
		721	C
301	C		
303	C	800	CA
305	CA	801	CA
307	C	802	C
309	C	804	C
		805	C
401	NC	806	C
404	CA	807	C
405	CA	808	CA
406	CA	810	C
407	C	814	CA
408	NC	815	C
409	CA	818	CA
410	CA	821	CA
		829	C
501	CA	833	CA
502-504	NC	839	C
503	C	845	C
505	C	847	C
515	CA	850	C
		852	NC
600	C		
601	C	901	C
602	CA	902	C
603	NC	907	C
604	CA	910	C
605	CA		
607	NC		
608	CA		
610	CA		
611	CA		
613	C		
614	C		
615	CA		
617	C		

<u>Address</u>	<u>Category</u>	<u>Address</u>	<u>Category</u>
103	NC	716	CA
105	NC	718	C
106	C	726	C
107	CA		
109	NC	800	C
111	C	804	C
112	C	806	C
114	C	808	C
118	C	810	C
119	NC	812	CA
		814	CA
202	NC	815	C
203	NC	816	C
205	CA	817	CA
207	C	818	C
209	NC	819	C
		821	C
402	CA	822	C
404	C	823	C
406	NC	824	C
408	CA	825	CA
410	NC	826	C
412	CA		
414	NC	901	CA
416	CA	902	C
420	CA	907	C
422	CA	908	NC
426	CA	909	CA
		910	CA
501	NC	911	CA
502	C	912	NC
503	NC	913	C
504	C	914	C
505	NC	916	CA
506	C	918	C
508	C	927	CA
509	CA	929	CA
510	CA	935	C
600	C	1001	C
601	NC	1002	NC
602	NC		
603	C		
604	CA		
605	NC		
606	NC		
607	NC		
608	NC		
609	C		
610	CA		
611	CA		
613	C		
614	CA		

<u>Address</u>	<u>Category</u>	<u>Address</u>	<u>Category</u>
308	NC	716	C
310	NC	717	C
313	NC	718	C
		719	C
400	CA	720	
401	CA		
402	C	801	C
404	C	802	C
405	NC	805	NC
406	NC	806	C
408	C	809	C
409	NC	810	C
410	CA	811	C
411	NC	814	C
414	NC	818	C
416	CA	819	CA
417	C	820	C
418	C	821	C
420	CA	822	C
421	NC	823	C
423	C	824	C
425	NC	825	CA
501	NC	901	C
504	NC	902	C
508	NC	906	NC
511	NC	907	C
513	NC	909	NC
514	NC	911	NC
515	NC	915	NC
516	NC	917	C
		921	NC
601	C		
602	C		
603	C		
604	C		
605	C		
607	C		
608	C		
610	C		
611	NC		
612	C		
710	CA		
711	C		
712	CA		
714	C		
715	CA		

<u>Address</u>	<u>Category</u>
107	C
109	C
115	NC
117	NC
201	C
205	C
209	NC
219	NC
410	NC
415	NC
702	NC
703	CA
704	CA
705	CA
706	C
707	C
709	C
710	C
711	C
713	C
714	C
716	C
800	C
801	C
802	CA
803	CA
805	C
806	CA
807	C
809	CA
810	C
811	C
812	NC
813	C
901	CA
903	C
905	C
907	C
909	C

PARKER STREET

Page 42

<u>Address</u>	<u>Category</u>
102	NC
110	NC
111	NC
202	NC
207	C

PLANT AVENUE

Page 43

<u>Address</u>	<u>Category</u>
105	NC
240	NC
258	NC
304	C
306	NC
315	C
322	NC
326	CA
332	CA
333	C
337	CA
341	C

<u>Address</u>	<u>Category</u>	<u>Address</u>	<u>Category</u>
109	C	1101	NC
111	NC	1106	NC
114	NC	1110	NC
201	NC	1600	NC
203	NC	1601-1605	NC
205	NC	1611	CA
207	CA	1613	CA
210	NC		
212½	NC	1711	NC
214½	NC	1712	CA
303	NC	1800	NC
418	CA	1801	NC
419	CA	1806	NC
420	C	1809-1819	NC
		1818	NC
500	C	1901	NC
503	NC	1910	NC
520	NC	1916	NC
		1920	NC
601	NC		
610	CA	2001	NC
614-616	NC	2002	NC
		2011	NC
703-707	NC	2013-2023	NC
709	NC		
715	NC	2101	NC
800	CA		
807-815	A	2202	NC
818	NC	2209-2211	NC
901	CA		
912	CA		
1001	NC		
1003	CA		
1004	CA		
1005	NC		
1006	NC		
1009	NC		
1010	NC		
1019	NC		

ROME AVENUE

Page 45

<u>Address</u>	<u>Category</u>	<u>Address</u>	<u>Category</u>
111	NC	1001	NC
114	C	1002	NC
118	CA	1006	C
120	NC	1010	NC
122	NC	1011	NC
		1012	C
202-224	NC	1013	C
215-219	NC	1014	C
		1016	C
316	CA	1017	C
		1018	C
602	C	1019	C
604	NC	1020	C
606	NC		
610	CA	1101	NC
		1102	NC
705	CA	1103	NC
707	CA	1105	NC
709	CA	1107	C
711	C		
713	C		
801	NC		
805	C		
815	CA		
824	NC		
826	CA		
828	C		
830	C		
901	CA		
905	C		
906	C		
907	C		
908	NC		
909	C		
910	C		
911	CA		
912	CA		
914	CA		
915	NC		
916	C		
918	C		
919	NC		
920	C		

<u>Address</u>	<u>Category</u>
1615-1623	NC
1625-1633	NC

SOUTHVIEW AVENUE

Page 47

<u>Address</u>	<u>Category</u>
2103	CA
2105	CA
2107	C
2109	CA
2110	C
2111	C
2112	C
2113	C
2114	C
2115	C
2116	NC
2117	C

<u>Address</u>	<u>Category</u>
601	NC
602-614	NC
611	C
701	NC
703	CA
705	C
707	C
711	C
715	C
901	NC
903	NC
1005	C
1101	C
1103	NC
1105	NC
1110	NC
1111	C
1201	CA
1205	C
1209	NC
1302	NC
1309	NC
1318	NC
1401	NC
1404	NC
1405	C
1407	NC
1409	NC
1414	NC
2001	NC
2007	NC
2110	NC
2111	NC
2220	NC

VERNE STREET

Page 49

<u>Address</u>	<u>Category</u>
203	CA
207	CA
209	CA
215	CA

<u>Address</u>	<u>Category</u>	<u>Address</u>	<u>Category</u>
1409	C	2106	CA
		2107	CA
1604	CA	2108	C
1615	NC	2109	C
		2110	C
1701	C	2111	CA
1702	CA	2112	C
1703	CA	2113	CA
1704	CA	2114	C
1717	NC	2116	CA
1718	NC	2117	CA
1722-1726	C	2118	C
1725	CA	2119	CA
1727	CA	2121	NC
1729	C		
1731	NC		
1803	C		
1804	CA		
1805	CA		
1806	CA		
1807	C		
1808	C		
1809	CA		
1810	CA		
1812	CA		
1813	C		
1815	C		
1817	C		
1919	CA		
1821	CA		
1902	C		
1904	CA		
1906	CA		
2102	CA		
2101	C		
2103	CA		
2104	NC		
2105	NC		

<u>Address</u>	<u>Category</u>	<u>Address</u>	<u>Category</u>
102	C	501	NC
103	C	502	NC
105	C	503	CA
106	NC	505	NC
108	NC	506	C
109	C	507	CA
110	CA	508	C
111	C	511	NC
116	NC	512	C
117	C		
119	NC	602	C
		604	C
201	NC	607	C
202	C	609	CA
203	C	611	CA
204	C		
205	C		
206	CA		
207	C		
209	C		
210	C		
211	CA		
214	C		
215	C		
216	CA		
302	NC		
313	NC		
304	C		
305	NC		
308	CA		
310	CA		
311	NC		
401	NC		
403	NC		
405	NC		
406	NC		
407	NC		
408	NC		
409	C		
410	NC		
411	NC		
412	NC		

<u>Address</u>	<u>Category</u>	<u>Address</u>	<u>Category</u>
107	NC	702	NC
108	C	704	CA
110	C	707	CA
111	CA	709	CA
112	C	710	CA
113	CA	711	C
114	CA	712	C
115	C	716	C
117	CA	717	CA
		718	CA
304	C	719	C
307	CA	720	CA
309	C	721	CA
311	NC		
312	CA	800	C
		801	C
403	CA	805	C
404	CA	808	NC
405	C	809	C
406	C	813	C
407	C	814	C
408	C	817	CA
409	CA	818	C
411	C	820	C
413	C	821	C
		824	C
503	NC	825	CA
506	NC	826	C
507	C	828	C
508	C	829	C
509	NC	832	C
511	CA	833	CA
		834	C
601	C	835	NC
602	CA	850	C
603	C		
604	C	901	C
605	C	902	C
606	CA	905	C
607	CA	906	C
608	C	908	CA
611	CA	909	C
612	NC		
614	C		
616	C		
618	CA		

HYDE PARK HISTORIC DISTRICT SITES ALREADY
IN FLORIDA MASTER SITE FILE

Page 1

Note: Some of the Hyde Park sites indicated as not sent with the nomination data by the symbol "*" may be among those already in the Florida Master Site File. See separate listing for sites in District.

<u>SITE FILE #</u>	<u>ADDRESS</u>
8Hi302	716 S. Newport Ave. (Listed on N.R.)
601	809 S. Orleans Ave. 210 RIVER PLACE
627	1101 Bayshore Blvd.
628	1009 S. Oregon Ave.
629	821 S. Willow Ave.
630	824 S. Orleans Ave.
631	902 S. Delaware Ave.
632	717 S. Delaware Ave.
633	903 S. Delaware Ave.
634	813 S. Willow Ave.
635	907 Bayshore Blvd.
636	847 S. Newport Ave.
637	800 Packwood Ave.
639	333 Plant Ave.
641	1301 Morrison Ave.
643	902 S. Orleans Ave.
646	816 S. Edison Ave.
647	809 S. Orleans Ave.
648	502 S. Boulevard
649	823 S. Orleans Ave.
650	1801 Bayshore Blvd.
651	1925 Bayshore Blvd.
652	1507 Bayshore Blvd.
653	907 S. Rome Ave.
654	1503 Bayshore Blvd.
655	1009 S. Oregon Ave.
656	1501 Bayshore Blvd.
657	701 S. Newport Ave.
658	836 S. Delaware Ave.
659	1001 Bayshore Blvd.
660	902 S. Dakota Ave.
673	819 Bayshore Blvd.
674	901 Bayshore Blvd.
675	1005 Bayshore Blvd.
676	1201 Bayshore Blvd.
677	1209 Bayshore Blvd.
679	1821 Bayshore Blvd.
684	725 S. Brevard Ave.
719	930 S. Dakota Ave.
726	801 S. Delaware Ave.
727	831 S. Delaware Ave.
739	722 Fielding Ave.
791	617 Horatio St.
808	315 Hyde Park Ave.
813	301 Magnolia Ave.

HYDE PARK HISTORIC DISTRICT SITES ALREADY
IN FLORIDA MASTER SITE FILE (Cont.)

Page 2

<u>SITE FILE #</u>	<u>ADDRESS</u>
8Hi814	604 Magnolia Ave.
833	1307 Morrison Ave.
837	704 S. Newport Ave.
838	710 S. Newport Ave.
839	721 S. Newport Ave.
840	804 S. Newport Ave.
841	829 S. Newport Ave.
842	833 S. Newport Ave.
843	839 S. Newport Ave.
844	850 S. Newport Ave.
845	901 S. Newport Ave.
850	918 S. Oregon Ave.
851	720 S. Orleans Ave.
860	315 Plant Ave.
861	332 Plant Ave.
876	301 S. Boulevard
878	602 S. Boulevard
879	611 Swann Ave.
880	705 Swann Ave.
900	717 S. willow Ave.

Not listed above are three sites in the District which are on the
National Register of Historic Places.

<u>SITE FILE #</u>	<u>ADDRESS</u>	<u>NAME</u>
_____	304 Plant Ave.	Hutchinson House
_____	341 Plant Ave.	Anderson-Frank House
_____	305 Hyde Park Ave.	Taliaferro House